

To-day's
Advertisements.

OFFICES TO LET.

NO. 24, ICE HOUSE STREET. Immediate Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [12814]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship
"HAICHING".
Captain Hodgins, will be despatched for the above ports on TUESDAY, the 10th instant, at daylight.
For Freight or Passage, apply to
DOUGLAS LAMARK & Co.,
General Managers.
Hongkong, 7th October, 1899. [12804]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship
"SUNGRIANG".
Captain Moore, will be despatched as above on TUESDAY, the 10th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.
The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th October, 1899. [12804]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
The Company's New Steamship
"DIAMANTE".
Captain Taylor, will be despatched for the above port, on THURSDAY, the 12th instant, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th October, 1899. [12804]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
The Company's Steamship
"POSEIDON".
Captain A. Levy, will leave for the above places on SATURDAY, the 14th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELE & Co.,
Agents.
Hongkong, 7th October, 1899. [12824]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAME ROMA, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied if required.
The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [1493]

Entertainment.

A. S. WATSON & Co., LIMITED.
WINE MERCHANTS.
ESTABLISHED A.D. 1841.

CLARETS.
These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARSET, CHATEAU RAZAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, Hongkong Telegraph, and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

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The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 7, 1899.

NOTES AND COMMENTS.

Papers by every mail from Japan are bristling with articles and comments relating to the thousand and one things which have cropped up since the coming in of the new treaties. In the adoption of these the Japanese have again been prominently brought before the world, almost as much so as when they conquered the Chinese in the late war; but the criticism of them now is far more severe than it ever has been, because the operation of the new treaties affects the foreigner, whereas the war did not. The rise to the position the country now holds among civilized powers is a record almost in the annals of a nation's progress; but Japan has blundered in many things. She is not alone in that respect, however, for Western powers have done likewise, and paid dearly for it too.

Although Japan has come along so rapidly, she is like a child who is determined upon gaining the experience of securing something it has taken a fancy to. Japan set her mind upon getting a fair return from the postal department by raising the postage rates. She blundered on account of not keeping before her the fact that countries which had lowered their rates had largely increased their revenues. England's success alone should have been a sufficient lesson. It has been the same with railway fares and telegraph rates. Railroad travelling and the use of the wire as a public convenience have so largely fallen off in consequence of the increased tariff, that instead of the Government deriving a revenue from these sources, it will probably have to confront a serious deficit. After the approved juvenile fashion the nation has run against the mathematics of the universe with the only possible result—failure.

In the matter of public enterprises, such as the introduction of street tramways, waterworks, and all the various appliances for the convenience of the people which modern ingenuity is now perfecting, it would seem that instead of being warned by what Western communities have suffered through corporate schemes to fill private pockets, the Japanese are determined to huddle in the same kind of costly experience before they will consent to be taught what would seem now to be the plainest lesson of wisdom.

Most of our large cities at home have been awakened to the fact that on the plea of public convenience they have given away to greedy corporations the most valuable property which cities can possess, namely, the use and control of the public streets. Here is a source of revenue sufficient in many cases to support vast public institutions or to relieve urban communities from the burden of local taxation. In numberless cases this property has been flung away from its rightful owners, and in many places the process is still allowed to go on. Perhaps it is not surprising that the Japanese do not see the point, but that only makes it the more likely that in this matter also they will insist upon having their own experience.

One of the most objectionable provisions of Japanese law is that referring to cheques. If not presented within eight days after they are drawn they become invalid. Where the Japanese law-makers got such a silly idea is more than we can understand, for no such law is necessary in England or America, where more business is transacted in an hour than is done in Japan in a week. It looks as if the main object of the law was to benefit the exchange business of the native banks, for so limited a time, together with the slowness of the mails, will hardly permit a merchant to send a cheque to Kobe, leave alone Nagasaki, within the limit. It is understood that even some of the foreign banks have adopted the same rule, and that in one case a cheque over a week old, when presented, was refused payment. The drawer called and asked if he had funds in the bank, and when told that he had, he demanded that the cheque be paid. What a ridiculous policy for banks to adopt, especially when a drawer has funds in the keeping of the bank! If such is the case, that a person has funds, no bank, we should say, has a right to refuse payment, for it would be an absurdly ridiculous condition of things if after a firm has deposited its funds in a bank the latter could decide when and how they should be paid out. The sooner the banks of Japan remedy this blunder the better, for firms will find some other means of depositing their funds and making payments, which would certainly be a great loss to the banks.

WEATHER REPORT.

The Observatory report says—
On the 7th at 11.55 a.m. the barometer has risen moderately on the China coast and over the Philippines, fallen rapidly in Japan. The depression is moving N.E. in Central Japan. Gradients moderate with fresh to strong monsoon from the coast and in the N. part of the China Sea. FORECAST—Fresh N.E. winds; fair.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 5th.
The Daily Telegraph correspondent at Newcastle wired on Wednesday that the Boers had commenced an advance with a general movement of artillery. The British were preparing to abandon Natal from the frontier to Glencoe. General Symons was prepared to evacuate Newcastle in 24 hours. The Premier of Natal has cabled to Newcastle that the military cannot assist the town which he believes the Boers are about to attack and advises a surrender as resistance would be futile.

LOCAL AND GENERAL.

H.M.S. *Penamure* came out of dock at 9 o'clock this morning.

H.M.S. *Undaunted* left to-day for Manila to relieve the cruiser *Endurance*.

CHAN YAT, a shoemaker was up before Mr. Comptroller for returning from banishment. He admitted eighteen previous convictions, and was now sentenced to a further term of 12 months imprisonment.

We have received from Messrs. W. Brewer & Co., the publishers, an interesting little album of views entitled "Picturesque Hongkong." The album is most tastefully got up and will form a most suitable souvenir to send to friends at home, or for tourists to carry away with them.

The contractor's trial trip of the captured cruiser *Ida de Luzon* took place yesterday morning. She did a very creditable series of runs over the measured mile, we are informed, and will in a few weeks be ready to proceed to Manila to take her place in the American squadron.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.
1. March "The Queen's Own."
2. "The Queen's Own."
3. "The Queen's Own."
4. "The Queen's Own."
5. "The Queen's Own."
6. "The Queen's Own."
7. "The Queen's Own."
8. "The Queen's Own."
9. "The Queen's Own."
10. "The Queen's Own."

We notice that the floating steam crane is busily at work unloading the new iron pier, which is to take the place of old Pedder's Wharf, from a lighter. The parts at present landed appear to be of a most substantial nature and we hope that no time will be lost in the erection of this most useful structure. Pier accommodation is sadly lacking in Hongkong and the sooner the new iron pier is completed the better will the public be pleased.

The following is the record in the 6 Aside, Competition to date:

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
6. Lowe	1	0	0	0	0	0	0	0	0	0
5. Looker	1	0	0	0	0	0	0	0	0	0
4. Mayson	1	0	0	0	0	0	0	0	0	0
3. Key	1	0	0	0	0	0	0	0	0	0
2. Greene	1	0	0	0	0	0	0	0	0	0
1. Noble	1	0	0	0	0	0	0	0	0	0
1. Pinckney	1	0	0	0	0	0	0	0	0	0

The *Nagasaki Press* of September 30th says:—Nagasaki is well supplied with visitors just now, for with the men-of-war and the American troops there must be some 5,000 strangers at this port. Unfortunately for the Japanese stores, the troops on the outward bound transport *Harran* are totally unsupplied with money. The men complain bitterly of not being allowed to draw some portion of their money until they are mustered in. Many have six or eight months' pay to draw. Surely some arrangement could be made to allow them to draw a certain amount for shore expenses, when they are allowed liberty. A spectator saw one man cutting the brass buttons off his coat and trying to sell two for 10 sen in order to post a letter home, but the Japanese purchaser insisted on having three. During a conversation one man stated that he had sold his blankets in Yokohama to pay his expenses on shore, and that hundreds on board have only one fugitive suit and hat, and no under-clothing whatever, everything that would realize a few cents having been sold. This matter should surely receive attention, especially as it is understood there are many transports immediately behind the *Harran* en route for Manila.

FOOTBALL.

Looker, Hinds, Jenkins, Wild, Stockman, and Vernon yesterday evening met Greene, Tulloch, Castle, Wilkinson, Jones, and Warren of the artillery on the H. F. C. ground. The military players had much the best of the game and finished up with two goals to nil. Tulloch and Greene played a very good game together, and at any time would be a dangerous pair; the former scored the two goals. Looker again worked hard and saved his side from having two goals more, at least, scored against it.

ABOUT TO MARRY AT 75.

The Hungarian novelist, Maurus Jokai, in his seventy-fifth year is about to marry the Hungarian actress, Arabella Nagy a girl of 18. Jokai is the greatest novelist of Hungary, and one of the most famous in Europe. He is the author of 160 books, twenty-five romances of several volumes each, 320 novelettes, and six plays. His books have a sale of nearly a million copies in Hungary alone, and a million copies in Hungary, and many of his novelettes have been translated into every European language. Jokai was the founder of the new school of Magyar literature, the literary pursuits of his race having been partially obsolete. The best known of the books to Englishmen is probably the "Romance of the Next Century," although his "Poor Rich Men" is also popular. The Hungarian has also gained fame as an editor, his newspaper, the *Nation*, being the most influential organ in Hungary. This is his second matrimonial venture, his first having been made fifty years ago, when he wedded Kosa Laborfalvi, the greatest of Hungarian actresses.

HONGKONG GENERAL CHAMBER OF COMMERCE.

OF COMMERCE.

The following has been forwarded for publication—

[Correspondence.]

PIRACY ON THE WEST RIVER.

THE CHAMBER TO THE COLONIAL SECRETARY.

Hongkong General Chamber of Commerce.

[Hongkong, 21st September, 1899.]

Sir,—I am directed by my Committee to again invite the attention of His Excellency the Governor to the condition of the districts watered by the West River and the piracies committed on that waterway and its tributaries, to the serious obstruction of trade.

The despatch of the gunboat *Tweed* and of a torpedo boat hence to the West River has no doubt had a good effect in some portions of the territory in question, but the length of the river and the numerous creeks preclude such a small force from having much further a very partial effect. If the Chinese Authorities could be relied upon to do their duty and second the efforts made to rid the country of the lawless characters who fatten upon the labours of the industrious portion of the population probably the force sent thither might suffice for the purpose. Unfortunately, however, the reverse is the case; nothing is attempted in real earnest by the Chinese officials, and if the evil is to be rooted out it seems that it will have to be done by a British naval patrol.

This being the case the Committee would respectfully suggest to His Excellency the Governor the propriety of further augmenting the gunboat fleet by getting out more boats of the *Sandwich* class, as soon as they can be procured. Meantime, it might perhaps be practicable to send armed light draft steam-launches to be attached to the larger vessels for use in the shallow waters.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON-WILCOX,
Secretary.

Hon. Colonial Secretary.

THE CHAMBER TO THE COLONIAL SECRETARY.

Hongkong General Chamber of Commerce.

[Hongkong, 28th September, 1899.]

Sir, In continuation of previous correspondence, and replying particularly to my letter of the 21st inst., on the subject of the obstructions caused to trade by the disturbances on the West River and district watered by it, I am desired by the Committee to offer a further suggestion for the consideration of His Excellency the Governor.

Recognising the fact that the provision of the number of steam-launches required to effectually police the inland waterways would necessarily entail a heavy expense upon the British Government for their upkeep, the Committee think that a similar result might perhaps be attained if all vessels flying the British flag and trading on inland waters were to be given the right to port place on the river at which a Custom House or Lekin Station is maintained. Under the British flag, in properly appointed vessels, greater safety would be secured for passengers and cargo and the mere fact of a sufficient number of such vessels being constantly in evidence moving up and down the river would prove a deterrent to the trade of piracy which is now being carried on and would thereby necessitate the continuance of only a few gunboats on duty.

The British Government have every right to make this demand. In principle the opening of the inland waterways of South China to foreign trade and navigation has already been conceded, while in practice, as is so widely known, the concession has been rendered of no effect. The grounds on which this demand should be made are therefore, first, to secure the reality of what has only been given, apparently, with intent to convert it into ash; and secondly, that it is necessary to give security to the traders travelling, and to the natives who form their constituency. At the present moment the greatest sufferers from these perpetual piracies are the native traders who carry on business with the foreign merchants. They should receive protection against lawless characters of supreme importance, and it is the policy as well as the desire of the British merchants to see that the peaceable portion of the population is not disturbed or plundered.

Seeing therefore that the privilege suggested is but a means (and that an easy and practicable one) of securing a concession previously made and that it will be the means of conferring benefits on the whole of the district concerned while at the same time yielding increased revenue to the Chinese Government, the Committee are of opinion that there should be no difficulty in obtaining it. They accordingly hope that His Excellency the Governor will see his way to make representations to this effect to the Right Honourable the Secretary of State for the Colonies.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON-WILCOX,
Secretary.

Hon. J. H. Stewart-Lockhart, C.M.G., Colonial Secretary.

HONGKONG SHARE MARKET.

HONGKONG, Friday, October 6th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report, state—The share market has ruled very dull and no transactions of importance have taken place. Banks—Hongkong and Shanghai Banks after sales at 17.30 and 146.7 premium in sympathy with the decline of the London market. The latest London quotation is 139. Nationals have been sold at 26.4 and are enquired for. Marine Insurances—Unions are steady at 26.0. China Traders are offering at 36.4. Fire Insurances—Both Hongkong and China Fires are obtainable at quotations. Shipping—Hongkong, Canton and Macao Steamboats have ruled steady and sales have been made at 29.7 and 30.0. Indo Chinas are firm and have been taken off the market at 27.1 and 27.3. Douglas Steamships have been booked at 28.8. Salt Fisheries have changed hands at 19.4. Refineries—There is no business to report in stocks under this heading. Mining—Unions, after sales this morning, are firm and can be placed at 28.8. A telegram from the Mines states that "the mill ran 29 days, crushing 2,350 tons, yielding 179 ounces smelted gold. Concentrates produced 40 tons. Prospects at Gubau Mine are encouraging." Charbonnages are in demand at 24.5. Queen Mines have ruled steady at 45 cents. Jelajah improved to 14.5 sales but are again in the market at 14.1. Olivers "A" changed hands at 12.1 and 12.2 shares at 27.3 but are obtainable at the close. Shares—A telegram from the Mines states that "the mill ran 29 days, crushing 2,350 tons, yielding 179 ounces smelted gold. Concentrates produced 40 tons. Prospects at Gubau Mine are encouraging." Charbonnages are in demand at 24.5. Queen Mines have ruled steady at 45 cents. Jelajah improved to 14.5 sales but are again in the market at 14.1. Olivers "A" changed hands at 12.1 and 12.2 shares at 27.3 but are obtainable at the close. Shares—A telegram from the Mines states that "the mill ran 29 days, crushing 2,350 tons, yielding 179 ounces smelted gold. 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of Kent, we believe the person broke down and confessed his identity. He will be held at Yokohama till arrangements are made for his transfer to officers sent higher for that purpose. The police are understood to be watching Kent's female companion, to whom he alleges he had handed the remaining portion of the money.

The China Association and England's Sphere of Influence.

The Hongkong Branch of the China Association, through its Chairman, Mr. J. I. Francis, invites the attention of Her Majesty's Government to a point recently dwelt on in these columns, namely, the radical difference between the idea entertained by Germany and Russia, on the one hand, as to the practical significance of a "sphere of influence" and the idea entertained by England, on the other. Germany and Russia insist that in Shantung and Manchuria, respectively, there shall be no granting of railway or mining concessions to any persons but German and Russian subjects, whereas England in the Yangtze valley does not seem to mind who comes in and takes a share of the cake. Mr. Francis justly points out that, although the mere privilege of constructing a line of railway through a certain district does not confer any special rights there, nor in theory disturb the territorial supremacy of the lord of the soil, the contingencies connected with railway building in the future are innumerable, and their consequences may be far-reaching. Local disturbances are almost inevitable concomitants of the progress of the undertaking, and each disturbance furnishes a fresh pretext for the preference of new claims and the acquisition of new privileges until the presence of the concessionaire Power becomes invested with a character radically different from that originally contemplated. Under these circumstances two courses are open to a Power situated as England is. She may insist that her power in Germany and Russia do not extend to all industrial privileges within her sphere of influence, or she may adopt the more liberal policy of leaving the privileges to be the prize of open competition, but taking steps to deprive their consequences of any inconvenience. In other words, she may herself undertake to be responsible for the efficient administration of the regions within which the privileges are granted, so far as concerns the enjoyment of the privileges. That is what the Hongkong branch of the China Association suggests for the protection of life and property in the Yangtze Valley, so that if the Russo-French-Belgian builders of the Peking-Hankow Railway were the victims of any lawless outrages in the Yangtze region, St. Petersburg, Paris, and Brussels should look to London, not to Peking, for redress. The China Association thinks that a small flying column—a miniature *corps d'armée*—quartered in Hongkong and ready to be despatched to any part of China within the Yangtze sphere, would enable Great Britain to assume that responsibility. As to whether China would agree to assumption in such a very practical manner, Mr. Francis does not pause to inquire. He leaves China out of the account altogether as a Sovereign State. The omission is not without justification, but will Downing Street take that view? It is true that Russia has stipulated for and obtained the privilege of protecting her own railway builders in Manchuria, and it is also true that Germany has given very practical demonstration of her intention to take the law into her own hands in Shantung. But then these two Powers have made their spheres of influence efficient, and between a nominal sphere of influence and an efficient one there is just the same difference as between an effective and an ineffective blockade of a port or occupation of a territory. The step that the Hongkong Branch of the China Association proposes would be much more difficult in practice, for whereas the Russians and Germans owing to their constant presence on the scene, have something of the knowledge required for police duties, the British flying column in Hongkong could never assume any part save that of a punitive expedition. It is further to be feared that the Little Englander will give violently against the notion of Great Britain's undertaking to protect foreign life and property in China for the purpose of facilitating foreign enterprise. However, there is a fine imperial spirit in the letter of Mr. Francis. If the duty of building up the empire were entrusted to men like him and his fellow-members of committee, the work would progress apace.—*Japan Mail*.

Oriental.

What is an "Oriental"? We have never seen the word intelligently defined; not the geographical definition, of course, but the ethical. What traits of character, what habits of thought, differentiate the "Oriental" from the "Occidental"? The question is suggested by an article in the *Daily Mail* of London. The writer says that though "a certain proportion of the Japanese wear European clothes, they are still true Orientals; the moral attributes of the people remain practically as they were." What are the moral attributes of the Japanese? That is precisely the problem that so many writers have tried to solve, but not one of them has found a solution which even pretends to be exhaustive. We remain to-day as uncertain as we were thirty or forty years ago about the real character of the Japanese. For thirty or forty years foreigners have been endeavouring to discover and catalogue the essential differences between Japanese character and European character, and they are still unsuccessful. Can it be that there are no salient differences? The writer in the *Daily Mail* is very confident about the matter. He tacitly claims absolute competence to judge whether, and to what extent, the Japanese people are Orientals. Perhaps, then, it will be worth while to follow the points of his demonstration.

First, he says that man remains superior to woman in Japan. The woman "is of no importance except from the point of view of children; if she has no family a rival is soon openly introduced into the same house." Without stopping to inquire how much exaggeration there is in such a statement, or whether the Occident's treatment of women does not err quite as far in the opposite extreme, we can not but ask why the position held by women in Japan should be called "Oriental." The Romans were not Orientals yet for hundreds of years the Roman woman lived in a condition of absolute subjection or subordination to her relatives. As to her conjugal status, it is true that the peculiar form of marriage called *confarreatio* was indissoluble, but what is to be said of the *emptio et venditio*? The Greek husband were not Orientals, yet to a Grecian husband almost unlimited indulgence was accorded. Most of us are familiar with the words of Demosthenes: "We keep mistresses for our pleasure, concubines for constant attendance, and wives to bear us legitimate children and be our faithful housekeepers." That is very like what the writer in the *Daily Mail* says of the Japanese. Yet the Greeks were not "Oriental."

band's infidelities lightly and a wife's head can be called an "Oriental" trait. Lucky says:—"In early Rome the obligations of husbands were never, I imagine, altogether unfelt, but they were rarely or never enforced, nor were they ever regarded as bearing any kind of equality to those imposed upon the wife. The term adultery and all the penalties connected with it were restricted to the infidelities by a wife of the nuptial tie." Yet the Romans were not Orientals.

Then the *Daily Mail* writer goes on to assert that "the Japanese Government protects, patronizes and almost encourages immorality, as does that of no other civilized country. It even draws part of its revenue from taxes levied on this shameful traffic." That also is largely untrue. But, true or false, is it an "Oriental" specialty? Are there not European countries also where prostitution is licensed, and are there not thousands of Occidental philosophers who advocate the system? Not yet, then, have we reached anything which differentiates the "Oriental" and the "Occidental."

Then the *Daily Mail* writer goes on to state that "The Japanese student is not like the English schoolboy, and that he plays games perfunctorily, with as little relish as Smith minor would show in tackling a quadratic equation." That also is largely untrue, but, even if true, we have to inquire whether English school-boys alone are the representative type of Occidentals. Do not European school-boys outside England show perfunctoriness in the matter of games of skill?

Then the *Daily Mail* writer goes on to rail at an obscure Japanese scribbler who claims that Western civilization is, in effect, the white race played out, and "Japan is about to step into the van of progress." Considering that the Japanese are adopting Western civilization with all possible ardour and rapidity, the *Daily Mail* writer might easily have known that the Japanese critic whose opinions he summarizes is an altogether exceptional person, and that to cite him as typical is a very bad departure from the truth. But if there were many such Japanese, would their frame of mind be "Oriental"? We need not go beyond the writer in the *Daily Mail* for answer. His own article teems from beginning to end with a blatant assumption of superiority to all Eastern peoples, and he is not an "Oriental."

Then he goes on to declare that the chauvinist press encourages rudeness towards foreigners as an assertion of Japanese superiority, and that "a large section of the native Press fosters the anti-foreign feeling." That is at once untrue and cruelly unjust. But even if true, is it "Oriental"? Again the *Daily Mail* writer himself furnishes an answer, for never in any Japanese journal have we read anything so bitterly anti-foreign as his article is anti-Japanese. Yet he is not an "Oriental."

So we remain, as far as ever, in our definition of "Orientalism." The *Daily Mail* writer calls the Japanese true "Orientals," but every attribute that he assigns to them as "Oriental" is entirely without distinctive meaning.—*Japan Mail*.

The Amoy Question.

The negotiations with the Chinese Government about the recent Amoy incident have not, as some papers erroneously report, been brought to a conclusion. It will be weeks at least before the affair will be definitely settled. To mention one of the circumstances which unavoidably interferes with a speedy termination of the affair, it will be some time yet before the exact amount of damages in connection with which investigations are now being conducted, can be settled for presentation to the Peking Government. As to the nature of the demands which have been preferred to China, it is matter of diplomatic secrecy; but this much may be safely presumed that, firmly as it will insist on redress where such is disposed to take any unfair advantage of the recent incident in order to press for substantial concessions such as have been wrong from her under similar circumstances by some of the Occidental Powers. The attitude of our Government in the course of the present negotiations will thus demonstrate in a striking manner the genuine friendship and sympathy felt for China in her present trying circumstances by all classes of the Japanese nation. It is to be sincerely hoped that the Peking Government is in a like spirit of frank friendship, so that the unpleasant affair under discussion may be speedily settled in a manner satisfactory to both parties. There is one thing, however, which is so important, that it may again be brought to the notice of the Chinese Government—that it is incumbent upon the Chinese Government to take all possible measures, not in a half-hearted, perfunctory manner, as is too often the case, but with vigor and thoroughness, to prevent the recurrence of incidents like that under consideration. As we recently pointed out, the upholding of our prestige in Amoy in particular and along the coasts of Fukien in general, is vitally essential for the tranquility and good government of the Japanese Empire. Unless, therefore, there be some local mandarin or inhabitants, it might under certain circumstances become the painful but unavoidable duty of Japan to take some decided steps on her own responsibility—a contingency which would be regretted by none more sincerely than by ourselves. The statement in Peking cannot be too strongly reminded of the danger of trespassing too far upon the generosity and friendship of Japan, for undoubtedly genuine and profound as is that friendship, there are national rights and interests which have the first claim upon the care of every Government. Nor should they ever forget that there exists in Japan what does not always amenable to the control of a Cabinet in this country is at present extremely favorable towards China. But even now, and in spite of that sympathetic feeling signs are not wanting that there exists in certain quarters a desire to bring to bear upon the Government in Peking a kind of pressure which may not be considered sympathetic. It is not, therefore, inconceivable that, should the Chinese rulers be so foolish as to think that Japan's friendship may be abused with impunity, a time may come when they will awake too late. From what has been stated, it is obvious that if China is to enjoy in the future the expected advantages to be derived from the friendship and sympathy of this country she must bring practical common sense and wise discretion to bear upon the conduct of her general relations with us. We bring these things to the notice of the Chinese Government, not because anything indicating the existence of an unreasonable disposition on the part of that Government on the matter in question has transpired, but simply because the observance by China of the points briefly dealt with above is of the primary importance to the continuance of the happy relations that at present exist between the two countries. So far as the Amoy embroglio is concerned there seems, indeed, to be no ground to fear the exhibition of any unreasonable opposition on the part of the Peking Government to the moderate and sensible demands submitted by Japan. China has already superseded the objectionable Taotai at Amoy by a more acceptable official who is

expected to take up his duties within a few days. According to later inquiries it appears that a more temperate and considered handling of the Amoy incident, and we may expect that some more tangible evidence of their displeasure will be conveyed to him shortly by his superiors in Peking.—*Japan Times*.

PHILIPPINE NEWS.

(From "Manila Times" of Sept. 29th).

HONGKONG EMBEZZLER TAKEN.

A sergeant and a private soldier, of the Hongkong Garrison, came to Manila by the boat, for the purpose of identifying and taking charge of the man Hoskins who was arrested recently on the Hongkong authorities. The Hongkong authorities had been employed in connection with a Soldiers' Canteen; he is accused of having run away with about \$200 although he had six years good service to his credit and would in one year more have been discharged with a much larger sum of money coming to him than this \$200.

The sergeant and private were taken by the British Consul to the Provost Marshal and gave evidence of identification, also testified to the fact that the Hongkong authorities wanted the man. The usual extradition formalities were carried out and Hoskins was handed over to the sergeant, who will return to Hongkong with him by first steamer.

LATEST FROM THE FILIPINO CAPITAL.

News which has been brought into Manila from the insurgent capital contain some important details and additional information, regarding the fate of Cadet Wood and the crew of the *Urdaneta*. Although the news comes through native sources, it is believed to be thoroughly reliable and to emanate direct from Aguinaldo's headquarters. A telegram with reference to the capture of the *Urdaneta* at Orani was received in Tarlac about the 15th inst., and was immediately delivered to Aguinaldo. Roughly translated it read as follows: "A column of one brigade, after a brilliant engagement, has captured one of the enemy's gunboats with one Maxim gun and one cannon of eight centimeters; also many small arms and much ammunition. We have four prisoners, but the captain and the rest of the men were killed in the engagement. Gen. Malban was in command."

This verifies our statement published in yesterday's issue that Cadet Wood and four of his men were killed in the fight, and leaves no doubt as to the sad fate of this gallant young officer and his brave little band, who pluckily fought against overwhelming odds.

On receipt of this telegram announcing the engagement and its result at the insurgent headquarters, the order was at once telegraphed back to the general in charge of the rebels at Orani to send the four prisoners to Tarlac, and the four survivors of the *Urdaneta* were thereupon escorted there and are now held as prisoners.

MACARTHUR CALLED SUDDENLY TO AMERICA.

GENERAL OTIS WILL TAKE PERSONAL CHARGE OF THE WORK.

On Tuesday last Secretary MacArthur of the Philippines Commission received an unexpected telegram, recalling him to the States. Just what the meaning of this sudden recall is we are not prepared to say at present, but it is probably on business connected with the work of the commission as it is known that he goes to Washington direct. He packed in a hurry and sailed yesterday on the s.s. *Tsuna* for Hongkong, from whence he will take passage on the s.s. *China* for the States.

Mr. MacArthur had charge of the routine and office work in the absence of the commissioners, though General Otis, the only member of the commission now in the islands, was the official head. During his absence of office will be kept open and the work carried on as before at Calle Concordia 10, under the direction of Messrs. Gannett and H. C. Green, and the supervision of General Otis.

Just how long Colonel Denby and Mr. Worcester will remain away is not known, but they will ultimately return is certain as they have left everything here and have retained a lease on their houses for six months.

Gen. Otis will take an active interest in the concerns of the commission until the return of its members, and the work will progress as though they were present to superintend it.

DELEGATION EXPECTED.

According to the *Progress*, to-morrow General Jose Alejandrino and Colonel Leiva of the Aguinaldo forces will arrive in Manila to make an expedition to General Otis of matters affecting the state of affairs. Alejandrino is an engineer by profession educated in Belgium and is one of the original chiefs of the revolution against Spain. He is the director general of fortifications for the Aguinaldo forces and is one of the best of the leaders of the crowd.

FIGHTING ON NORTH LINE.

PORAC TAKEN AFTER A SHORT FIGHT.

Two battalions of the 9th Infantry, one gun of Battery K, 3rd Artillery, under Gen. Wheeler and Col. Lisrum, artillery under command of Lieut. Laura, and a detachment of the engineers under Ferguson advanced from Santa Rita towards Porac at 5:30 yesterday morning as we reported in brief yesterday.

Bell's Fighting 36th Volunteers, E. Troop of the 4th Cavalry, under Lieut. Hawkins, 1 gun Battery K, 3rd Artillery and detachment of the Engineers under Lieut. Wooten moved towards Porac from San Antonio at the same time.

The columns united near the town and advanced as skirmishers. The rebels were first met with at Manibang, where a small force was encountered. After a short engagement the enemy was easily repulsed, leaving one dead. The insurgents, about 600 strong, fired several irregular volleys and then retreated northward.

The Americans entered Porac at 9:30 a.m. They captured a captain and a commissary of Mascardo's command. The prisoners will be brought in on to-night's train. Our loss was five wounded. It is difficult to estimate the casualties among the insurgents. Ten of their dead were buried by our boys.

Dolores Lieut. Morrow, with a detachment of the 17th Infantry captured nine prisoners and eight rifles. There was practically no resistance at this point, the rebels having escaped to the mountains.

The day was frightfully hot and the men during the march had little protection from the sun. Many succumbed to heat exhaustion

and several had narrow escapes from being sun struck.

The troops are now encamped at Porac, where a garrison will be left. The insurgents are hovering about the outskirts of the town and it is possible that they will make one of their night attacks just to live things up a bit.

THE AUSTRALIAN CRICKETERS.

The letters that the Australian cricketers sent to their friends at the Antipodes contain little items of news that do not find their way into the English papers. At Oxford, it appears, they dined with Prince Christian Victor, who told them that the German Emperor was keenly interested in their performances. His Majesty ordered that special reports of the test matches should be sent him. The Emperor, he added, was greatly surprised at the defeat of the Australians by Essex.

COSTER GIRLS IN COURT.

"LIZA'S BLOKE" OUT WITH KATE.

The following, which is taken from the columns of the *Daily Telegraph* is one of those cases in which the broadly humorous is blended with the pathetic aspect of slum life, and which so frequently come before the notice of a County Court Judge.

Considerable amusement was created at Shorelitch County-court yesterday, when Judge French heard the action of Kate Liza v. Eliza Dubban. Both of the parties are costers from Whitecross-street.

His Honour: What is your claim?

Plaintiff: Why, when I was a coming out o' the British (Britannia Theatre) on Saturday night, Liza she runs at me as though she's barney, and before I could so much as lift my little finger, so help me if she hadn't pulled my baw' new hosiery feverer out of my 'at an' tore' all my clothes off my back, so I told her not to come in, but she kept on at it I gived off (Laughter).

Defendant: Who gave you permission to be with my bloke, eh? (Laughter.)

Plaintiff: Oh! Jack, you mean?

Defendant: Who do yer think I mean? I aint got a dozen bang on such as the likes o' you have. (Laughter.)

Plaintiff: I met Jack in the Kings and Keys having a mild and bitter, and he says to me, "Will you come to the Brit?" I says "What about Liza?" and he says "Oh, she aint no class. I've just had a row with her, so I'm going to see it out on my own." (Laughter.)

Plaintiff: So I says to him, "In course, if you don't think Liza'll be jealous, I'll go, but you won't let on." (Laughter.) He says he aint a going to have nufink more to do with you, so I says, "Here goes I'll go home for my new 'at." We goes into the first 'ouse at the Brit, and when it's all over, Jack, he says to me "Come and have some whelks," and I says "All right," and we was just a going to have 'em when up you comes just as though you've been let out for an hour. (Laughter.)

Defendant: Did yer think I was going to let yer gallivant about with my bloke like that without saying nufink? (Laughter.)

Plaintiff: He said he didn't want you, that's a cert. (Laughter.)

Plaintiff: I don't know so much; I was with 'im on Sunday. (Laughter.)

Defendant: Was yer? You wait till I get at him. I'll give him go for walks on Sunday with you. As to you, if I catch you together again I'll spoil you pretty face for you. (Laughter.)

Plaintiff: Opportunity's fine thing.

His Honour: Judgment for the plaintiff.

TWO SKILFUL MARKSMEN.

Marksmanship is not confined to human beings. Some of the lower animals possess the gift. A frog can shoot out his tongue like lightning to what appears to be a distance of several inches, knock over an unsuspecting fly, and swallow it before the poor insect realises that anything is wrong. But perhaps as there is no separate missile here, one can hardly call it marksmanship pure and simple. The case is different with the archer fish, an inmate of the East Indian seas. The fish, which is only six or seven inches in length, depends for its living on the straightness of its aim. The "archer" raises its mouth just above the surface of the water near a piece of seaweed or water grass, and waits its opportunity. Presently a fly or other insect comes along, and settles on the grass or seaweed. The "archer" thereupon projects a drop of water swiftly in the direction of the insect, and almost always succeeds in knocking it from its perch into the water, where it is easily captured. So neat is the trick that the Chinese in Java make a pet of the fish in order that they may have the amusement of watching him pot his game.—*Globe*.

"HERCULEAN THROWING."

"Scotia" writes: In reference to a statement in your paper that "the enormous distance of 177 yds. has been thrown by Edward Hercules, the American strong man, and that an explosion, the so-called 'champion' could not throw within ten yards of this distance," I would point out that Edward A. Usman, of Daniel Stewart's College, Edinburgh, threw 112 yards at the annual sports of the above college in May, 1897. He was then 17 years of age. The distance was disputed by an Edinburgh paper, and "Usman" threw the ball once more expressly for the benefit of this journal. On that occasion he threw 115 yards. It may also interest Mr. "Hercules" to learn that at the annual sports of the same college, the ball, if the ball were not thrown over 90 yards the promoters would be very much disappointed. These facts go to prove that "Mr. Hercules" will do wisely to withdraw his absurd challenge to our magnificent specimen of humanity—viz., "Eugene Sandow."

SHIPPING REPORTS.

Captain Sawyer, of the steamship *Taiyang*, from Shanghai, reports—Strong N.E. wind and following sea.

Captain Penelle, of the steamship *Pinguey*, from Amoy, reports—Fresh N.E. to E.N.E. winds and fine clear weather.

Captain A. E. Hodgins, of the steamship *Haiching*, from Coast Ports, reports—Fresh N.E. wind and clear weather throughout. Vessels in Amoy—*Glenfalloch*, *Tamsui*, *Haiching*, *Nigrahon*, and *Quarta*.

Captain Unsworth, of the steamship *Keong-wai*, from Bangkok, via Koh-si-chang, reports—Koh-si-chang to Cape Padaran, fine with light winds. Cape Padaran to Hongkong, strong northerly winds and high sea from N.E.

Captain J. Young, of the steamship *On Sang*, from Saigon, reports—Moderate wind and sea and fine weather to Cape Padaran, from there to port strong northerly and north-easterly wind, rough sea, cloudy weather with frequent heavy rain squalls.

NOTANDA.

CALENDAR.

OCTOBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer.....29.982
Thermometer.....70.2
Humidity.....71
Rainfall.....5.794

TO-DAY.

Saturday, 7th October, 1899.
Chinese—3rd of 9th moon of 25th year of Kwang-shi.
Sun—Rises.....5hr. 55min.
Sets.....5hr. 42min.
High water—Morning.....10hr. 18min.
Afternoon.....3hr. 15min.
Low water—Morning.....5hr. 13min.
Afternoon.....4hr. 47min.

ANNIVERSARIES.

1531—Battle of Lepanto.
1840—Abdication of the King of Holland.
1865—Negro outbreak in Jamaica.
1869—H.R.H. Prince Alfred visited Peking, but was not received by the Emperor.
1870—Battle before Metz.
1878—Public meeting at Hongkong to consider the increase of crime in the Colony.
1887—Loss of British ship *Memarch* off Mindore.
1891—Charles S. Farnell died.
1892—Death of Tong King-sing at Tientsin.
1897—Miss McIntosh thanked by the Indian Government for her plague services.
1898—Great strike in Paris.

TO-MORROW.

Sunday, 8th October, 1899.
Chinese—4th of 9th moon of 25th year of Kwang-shi.
Sun—Rises.....5hr. 55min.
Sets.....5hr. 42min.
High water—Morning.....10hr. 18min.
Afternoon.....3hr. 15min.
Low water—Morning.....5hr. 13min.
Afternoon.....4hr. 47min.

ANNIVERSARIES.

1848—Supplementary treaty signed at the Bogoe.
1856—The crew of the British *Arcton* arrested by the Canton authorities.
1871—Chicago fire: 200 lives lost and £4,000,000 worth of property destroyed.
1873—Severe gale in Hongkong.
1884—French landing party at Tamsui repulsed.
1891—Death of Sir John Pope Hennessy.
1894—Death of Lady Robinson, wife of the Governor of Hongkong.
1896—Anti-insurrectionary outrage near Ningpo. Death of the Italian Minister at Peking.
1897—Dismissal of two Indian Police Sergeants for receiving bribes.

AGENDA.

TO-MORROW.
CHURCH SERVICES.
St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
 Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILED DUE.
French (*Nippon Maru*) 10th inst.
American (*Sacklen*) 10th inst.
Indian (*Arratoon Apar*) 13th inst.
Australian (*Changsha*) 13th inst.
German (*Bayern*) 17th inst.
American (*Coptic*) 26th inst.

The Austrian Lloyd's S. N. Co's steamer *Posidon* left Singapore for this port to-day.

The steamer *Arratoon Apar* from Calcutta, left Singapore for this port yesterday afternoon.

The Imperial German mail steamer *Holenzollern* left Nagasaki on Thursday the 5th inst. at 5 p.m. and may be expected here on or about Monday the 9th inst.

The Imperial German mail steamer *Bayern* carrying the German mails with dates from Berlin of the 18th September left Colombo on the 6th inst. (Friday) p.m. and may be expected here on or about Tuesday the 17th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Luzon.....".....at Kowloon Dock
Fei-hoo....."....."
Hue....."....."
Kiang-ping....."....."
Sin-tai....."....."
Suei-tai....."....."
Tamsui....."....."
Tamsui Maru....."....."
Awara....."....."
Liberal....."....."
D. Juan d'Austria.....".....Cosmopolitan

Shipping.

Arrivals.
KEONG WAI, British steamer, 1,115, R. Unsworth, 6th Oct.,—Bangkok and Koh-si-chang 24th Sept. Rice and General.—Yuen Fat Hong.

PINGSUEY, British steamer, 4,149, C. de la Penelle, 7th Oct.,—Amoy 6th Oct., General.—Shewan, Tomes & Co.

ON SANG, British steamer, 1,787, J. Young, 7th Oct.,—Saigon 1st Oct. Rice and Rice Flour.—Jardine, Matheson & Co.

CLARA, German steamer, 675, A. Hansen, 7th Oct.,—Haiphong 4th Oct. and Hoihow 6th, General.—Jessen & Co.

PRINCETON, American gunboat, 1,000, Comdr. Harry Knox, 7th Oct.,—Canton 6th Oct.

PAKHOTI, British steamer, 1,248, Stolt, 7th Oct.,—Wuhu 30th Sept. and Chinkiang 1st Oct., General.—Butterfield & Swire.

KIANGNAN, Chinese steamer, 1,307, Anderson, 7th Oct.,—Chefoo 1st Oct., General.—Kwong Man Woon.
HAICHING, British steamer, 1,267, A. E. Hodgins, 7th Oct.,—Fochow 4th Oct., Amoy 5th and Swatow 6th, General.—Douglas, Laprak & Co.
TAISANG, British steamer, 1,401, W. E. Sawyer, 7th Oct.,—Shanghai 3rd Oct., General.—Jardine, Matheson & Co.
NANCHANG, British steamer, 1,063, E. Findlayson, 7th Oct.,—Canton 7th Oct., General.—Butterfield & Swire.

Clearances at the Harbour Office.

Tamsui Maru, Japanese str., for Swatow.
Yatai, Austrian str., for Balavia.
Monmouth, British str., for Amoy.
Valkyrie, British str., for Rajang.
Chowai, British str., for Swatow.
Chelydra, British str., for Singapore.
Clara, German str., for Haiphong.
Taisang, British str., for Canton.
Decima, German str., for Yokohama.
Saikong, British str., for Samsui.
Kwai Lun, British steam-launch, for Macao.
Pak Kong, British str., for Canton.
Hanoi, French str. for Hoihow.

Departures.

Oct. 7, *Salazie*, French str., for Europe.
Oct. 7, *Albatros*, British str., for Shanghai.
Oct. 7, *Tientsin*, American str., for Amoy.
Oct. 7, *Saladong*, American str., for Swatow.
Oct. 7, *St. David*, American ship, for New York.
Oct. 7, *Governor Robie*, American ship, for New York.
Oct. 7, *Chelydra*, British str., for Calcutta.
Oct. 7, *Monmouth*, British str., for Amoy.
Oct. 7, *Hector*, British str., for Shanghai.
Oct. 7, *Pakhoti*, British str., for Canton.

Passengers—Arrived.

Per *On Sang*, from Saigon—98 Chinese.
Per *Keong Wai*, from Bangkok, &c.—9 Chinese.
Per *Taisang*, from Shanghai—Messrs. Jones, Remedies, and 97 Chinese.
Per *Haiching*, from Coast Ports—Messrs. Blum, Wornall, and 25 Chinese.

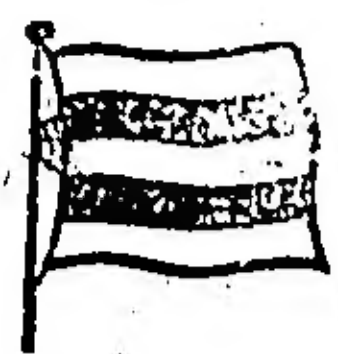
Departed.

Per *Salazie*, for Saigon—Messrs. Gabriel, Thiemonge, Sisters Etienne, Philomena, Messrs. de Boudon

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	Kobe and Yokohama.	Thursday, 12th October, at Noon.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & Yokohama.	Thursday, 19th October, at 4 P.M.
TAMBA MARU.....	MARSHALLS, LONDON & ANTWERP, via Singapore, Penang, Colombo and Port Said.	Saturday, 21st October, at Noon.
KASUGA MARU.....	NAGASAKI, Kobe and YOKO.	Saturday, 21st October, at 4 P.M.
HAKUAI MARU.....	VLADIVOSTOK, via Swatow, Amoy, Shanghai, Wei-hai-wei, Chefoo, Chemulpo & Nagasaki.	Thursday, 26th October, at Noon.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 27th October, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 2nd October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247n

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c. &c. &c.

Cash Part Orders Executed.

ACHEE & Co.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. (1239a)

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held at the Office of the said Company, No. 9, Praya Central, Victoria, Hongkong, on the 2nd day of October, 1899, it was resolved that the following Ordinary Shares of the said Company the distinguishing Numbers of which are hereunder written be and they were duly FORFEITED in accordance with Articles Nos. 26 and 27 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the *Hongkong Daily Press* of the 17th day of August, 1899.

NUMBERS OF FORFEITED SHARES.

5747/5751
1190/1193
5916/5919
1624/1626
2850/2853
5946/5951

W. H. GASKELL, Acting Secretary.

Hongkong, 5th October, 1899. (1273a)

WANTED.

A 5 or 6 ROOMED HOUSE, furnished or unfurnished, at Kowloon or Victoria. The Former preferred.

Apply—

SECRETARY,

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.

Hongkong, 5th October, 1899. (1274a)

JAPANESE CURIOS.

JUST RECEIVED.

FRESH STOCK OF NEW STYLISH GOODS.

AT LOW PRICES.

Notice of Firms.

NOTICE.

WE have ADMITTED Mr. EDWARD S. J. DAVID & Co. as Partners in our Firm in Hongkong, 2nd October, 1899. (1254a)

NOTICE.

WE have This Day ADMITTED Mr. DAVID MEYER MOSES as a Partner in our Firm in Hongkong, 2nd October, 1899. (1255a)

THE INTEREST & RESPONSIBILITY of Mr. EDWARD S. J. DAVID & Co. CEASED from This Date.

DAVID SASSOON, SONS & Co. Hongkong, 2nd October, 1899. (1255a)

Masonic.

LODGE ST. JOHN, 618, S.C.

NOTICE is hereby given that an EMERGENCY MEETING of the above Lodge will be held in the MASONIC HALL, Zetland Street, on MONDAY, the 9th instant, at 5.30 for 6 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 6th October, 1899. (1278a)

CHAPTER ST. ANDREW, 218, S.C.

NOTICE is hereby given that the POSTPONED REGULAR CONVOCAION of the above Chapter, for the purpose of electing and installing the Principals and Officers for the ensuing year and other Business, will be held at the MASONIC HALL, Zetland Street, on MONDAY, the 9th instant, at 8.30 for 9 p.m. sharp. Visiting Companions will be welcome.

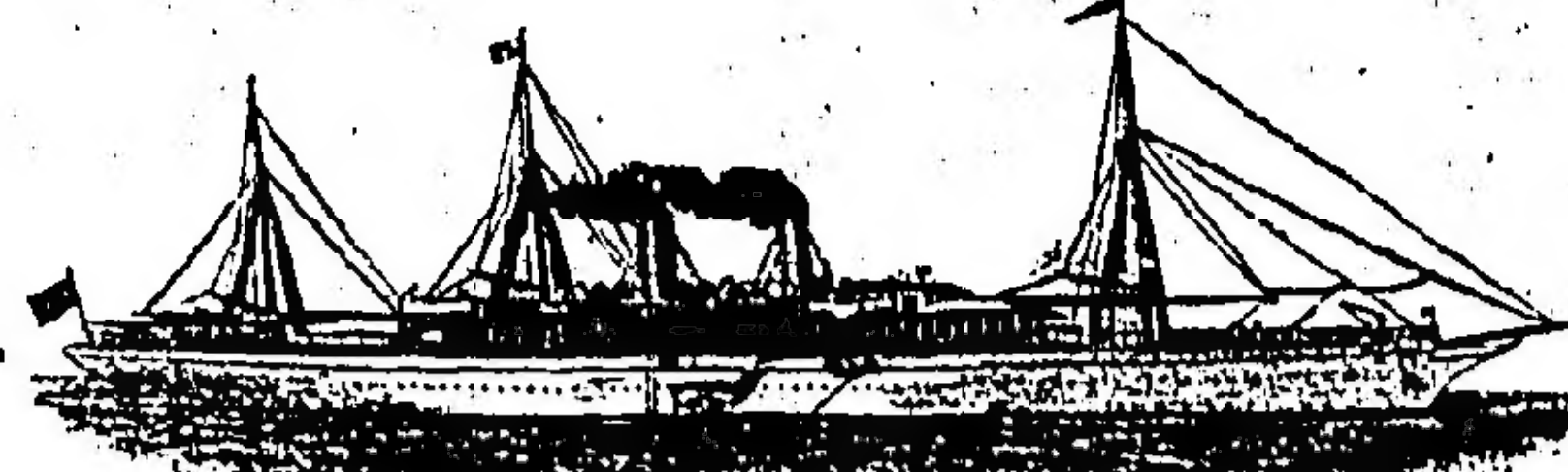
Hongkong, 2nd October, 1899. (1258a)

Hongkong, 6th October, 1899. (1279a)

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 3, Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 8th September, 1899. (1310)

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/5 A.I.L. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & CO., Hongkong, 20th September, 1899. (1279a)

FOR NEW YORK.

THE 3/5 A.I.L. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & CO., Hongkong, 10th September, 1899. (1279a)

FOR NEW YORK.

THE 3/5 A.I.L. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & CO., Hongkong, 10th September, 1899. (1279a)

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For Freight, apply to

ARNHOLD, KARBURG & CO., Hongkong, 10th September, 1899. (1279a)

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA.....	HAYRE and HAMBURG.	12th Oct. Freight and Passage.
*HEIDELBERG.....	(LONDON with transshipment in HAMBURG)	About 6th Nov. Freight and Passage.
Schneider.....	HAYRE and HAMBURG.	About 15th Nov. Freight and Passage.
ANDALUSIA.....	(LONDON with transshipment in HAMBURG)	About 20th Nov. Freight and Passage.
Sibiria.....	HAYRE and HAMBURG.	About 20th Nov. Freight and Passage.
Hildebrandt.....	(LONDON with transshipment in HAMBURG)	About 30th Nov. Freight and Passage.
DAMBERG.....	HAYRE and HAMBURG.	About 30th Nov. Freight and Passage.
Mayer.....	(LONDON with transshipment in HAMBURG)	About 30th Nov. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

Thyra..... 3,366 about Oct. 20

Reliance King..... 3,379 about Oct. 31

Curlew..... 2,929 about Nov. 15

Carlisle City..... 3,002 about Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. (1110)

Hongkong, 7th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Alou (via Meji, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu; and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 4th October, 1899. (1279a)

Hongkong, 4th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 4th October, 1899. (1279a)

Hongkong, 4th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU."
Captain S. Nagata, will be despatched for the above ports, on MONDAY, the 9th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.
Hongkong, 6th October, 1899. [1213a]

SHEWAN TOMES & CO'S. "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE New Steamship

"PING SUEY."
Captain C. de La Perelle, will be despatched for the above Port, on MONDAY, the 9th instant.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 5th October, 1899. [1020a]

CHINA NAVIGATION COMPANY, LIMITED.
SWATOW, CHEFOO AND TIENTSIN.
THE Company's Steamship

"NANCHANG."
Captain Finlayson, will be despatched as above on TUESDAY, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th October, 1899. [1229a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, FUMME AND TRIESTE.
(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND AFRICAN PORTS.)
THE Company's Steamship

"MARIA VALERIE."
Captain A. Folmer, will be despatched as above on WEDNESDAY, the 11th instant, P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 4th October, 1899. [1267a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"CALCHAS."
Captain Gregory, will be despatched as above on TUESDAY, the 17th October.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th September, 1899. [1216a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EASTERN."
Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th October, 1899. [1265a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE AND YOKOHAMA.
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above on FRIDAY, the 20th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th October, 1899. [1277a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ORESTES."
Captain Palford, will be despatched, on TUESDAY, the 21st October.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1899. [1221a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.
(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"OANFA."
J. A. Davies, Commander, will be despatched as above on or about the 5th November.
For Freight, &c., apply to
HOLLIDAY, WISE & Co., Agents.
Hongkong, 4th October, 1899. [1268a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARGYLL."
will be despatched for the above port, and will be followed by
S.S. "JOHN SANDERSON" at intervals of 2 weeks.
For Freight, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 7th September, 1899. [1011a]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.
Hongkong, 2nd October, 1899. [1214a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.
THE Company's Steamship

"OANFA."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.
Hongkong, 4th October, 1899. [1262a]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 4th October, 1899. [1266a]

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.
THE P. & O. S. N. Co.'s Steamship

"TIENTSIN."
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.
Hongkong, 4th October, 1899. [1215a]

NOTICE TO CONSIGNEES.

"HEN" LINE OF STEAMERS.
STEAMSHIP "BENLARIQ," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 5th October, 1899. [1273a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBORO, LONDON AND STRAITS.

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW.
THE Company's Steamship

"KAISOW."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 14th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.
Hongkong, 5th October, 1899. [1272a]

Intimations.

THE POPULAR DINING ROOMS, 18, PRAYA CENTRAL, (Near Hongkong Hotel).

WILL OPEN shortly. Good Home Cooking and Meals at all hours.
Hongkong, 23rd September, 1899. [1211a]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an Ex-SCHOOLMASTER.
Terms moderate, for Particulars apply c/o This Office.
Hongkong, 18th August, 1899. [1043a]

THE MUTUAL STORES (SUB AGENTS, LIPTON LIMITED), 57 & 59, QUEEN'S ROAD CENTRAL.

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.

CHEAPEST HOUSE IN THE COLONY.
Hongkong, 5th September, 1899. [139a]

F. BLANCHARD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAINLERS' PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1896. [139]

LET 'EM ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [106a]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF 102 HOUSE, IN LA-HOUE ROAD.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.
Hongkong, 22nd September, 1898. [145]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

W. F. SKERTCHLY, Manager.
Hongkong, 1st May, 1899.

Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

DECEMBER 31st, 1898.

Outstanding Assurance \$987,157,134.00
Assurance Applied for in 1898..... 198,362,617.00
Examined and Declined 168,878.00
New Assurance Issued..... 168,013,739.00
Income 59,249,286.78
Assets December 31st 1898..... 258,369,298.54
Assurance Fund..... 198,362,617.00
All other Liabilities \$2,160,550.27 201,058,809.27
Surplus 57,310,489.27
Paid Policyholders in 1898 24,020,523.42

STRONGEST IN THE WORLD.
The Surplus now amounting to more than \$50,000,000 belongs exclusively to Policyholders. The Surplus of a Life Assurance Company is the Fund from which all Dividends MUST be paid.

The Equitable of the U.S. has by several millions Sterling the largest Surplus of any Life Assurance Company in the World.

DIVIDENDS. In the last 6 years the 'Equitable' paid Dividends to its Policyholders amounting to more than \$14,000,000, or nearly 1,500,000 more than the Company which came nearest to it.

Apply for Particulars of the Guaranteed Cash Value Policy, to the Society's Hongkong Office.

F. KIENE, Acting Manager.
Hongkong, 18th September, 1899. [1188a]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.
Hongkong, 28th May, 1899. [18]

To be Let.

TO LET.
OFFICE ROOMS on 1st floor of No. 4, Queen's Road Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Comptroller Office, E. C. HOCHAPPEL.
Hongkong, 23rd March, 1899. [1398a]

TO LET.

ROOMS, with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H."
c/o of this Office.
Hongkong, 17th May, 1899. [664a]

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 52, REEL STREET.
OFFICES—1st floor, No. 18, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAP.
No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.
REUCER, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS. (October 7th.)

Banks.
Hongkong and Shanghai Banking Corporation—\$34 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 1/2 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—5/5 buyers.
National Bank of China, Ltd.—\$26 1/2.
Do. —\$26 1/2.

Marine Insurances.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$64.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$124.
Canton Insurance Office, Ltd.—\$147 1/2.
Straits Insurance Co., Ltd.—\$5.

Fire Insurances.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$88.
Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.
Indo-China Steam Navigation Company, Ltd.—\$73 buyers.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$48.
China Mutual S. N. Co., Ltd.—(Preference)—29.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—25.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—25.10 buyers.
Star Ferry Co., Ltd.—\$104.
Refineries.
China Sugar Refining Co., Ltd.—\$146.
Luron Sugar Refining Co., Ltd.—\$54.
Mining.
Punjom Mining Co., Ltd.—\$10.
Do. —Preference Shares—\$2.
Société Française des Charbonnages du Tonkin—\$45.
Queen Mines, Limited—\$0.45.
Tobacco Mining and Trading Co., Ltd.—\$144.
Rahb Altan Gold Mining Co., Ltd.—\$64 1/2.
Olivier Freehold Mines, Ltd.—(A) \$1.50.
Olivier Freehold Mines, Ltd.—(B) \$67 1/2.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.50 buyers.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$85.
Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.
New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.
Hongkong Land Investment and Agency Co., Ltd.—\$111.
Kowloon Land and Building Co., Ltd.—\$28.
West Point Building Co., Ltd.—\$31.
Hongkong Hotel Co., Ltd.—\$127.
Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.
Green Island Cement Co., Ltd.—\$29 buyers.
China-Borneo Co., Limited—10/8 buyers.
A. S. Watson & Co., Limited—\$16.75.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Cao, Fanwick & Co., Ltd.—\$424.
Hongkong Ice Co., Ltd.—\$121.
Hongkong High-Level Tramways Co., Ltd.—\$147.
Dairy Farm Co., Limited—\$5.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15 buyers.
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$3 buyers.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 77 1/2.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrun Planting Co., Ltd.—\$4 per share.
Tebrun Planting Co., Ltd.—\$5.
BERNARD, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 7th October.
ON LONDON, Telegraphic Transfer 1/10 13/16
Bank Bills, on demand 1/10 1/16
Credits, 4 months' sight 1/11 7/16
Dinets, 4 months' sight 1/11 9/16
ON BERLIN, (demand) M. 1.95
ON PARIS, Bank Bills, on demand 2.41
Credits, 4 months' sight 2.46 1/2
ON NEW YORK, Bank Bills, on demand 46 1/2
Credits, 30 days' sight 47 1/2
ON BOMBAY, Telegraphic Transfer 141 1/2
On demand 141 1/2
ON SHANGHAI, Telegraphic Transfer 73
Private, 30 days' sight 73 1/2
ON YOKOHAMA, T.T. 61 per cent. prem.
Sovereigns, Bank's Buying Rate \$10.42
Gold Leaf 100 touch, per tael 54.30
Bar Silver 20 11/16
Dollars 2 1/2 per cent. prem.

OPIMUM QUOTATIONS.

Hongkong, 7th October.
New Patna \$75 per chest.
New Benares 835
New Malwa 750/770 per picul
Old Malwa 780/840
Persian, paper tied 670/750

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mr. S. J. Annanku
Mrs. John Annanku
Dr. B. Apple
Mr. A. Arnoux
Mr. W. S. Bailey
Mr. B. J. Barlow
Mr. Benjamin
Miss Bessell
Mr. W. B. Black
Mr. M. Borkessel
Mr. and Mrs. A. H. Bottenheim
Mr. G. Brusse
Mr. T. F. Burgdorff
Mr. A. B. Carter
Mr. F. D. Cheshire
Dr. and Mrs. F. Clark
Mr. A. H. Crocker
Mr. P. C. Denroche
Mr. A. Docter
Mr. C. B. U. Dodd
Mr. D. Earnshaw
Mrs. F. H. Everhart
Dr. W. M. Franklin
Mr. W. F. Gibson
Capt. Goddard
Major and Mrs. Griffin
Mr. H. W. Crolie
Mr. R. J. Hall
Mrs. Hillman
Mr. T. Howard
Mr. Philip Huffman
Mr. Wm. K. Hughes
Mr. A. Jackson
Mr. and Mrs. J. M. James
Major and Mrs. Jeffreys
Mr. and Mrs. Joseph
Mr. E. A. Katsch
Mr. Kinghorn
Mr. J. Kirkwood
Mr. J. I. Lee
Mr. F. A. Leggett
Miss H. L. Lewers
Miss Luckner
Mr. G. A. March
Mr. J. Y. Mayston
Miss McIntyre
Mr. T. S. Messer
Mr. and Mrs. Moir
Mr. E. O. Murphy
Mr. Newton, F. W.
Mr. A. C. Van Nierop
Mr. J. J. O'Neill
Mr. A. Oute
Mr. M. Pando
Mr. W. Parfitt
Mr. J. C. Perry
Mr. Reeves
Mr. A. Reid
Mr. and Mrs. R. Reyes
Mr. F. T. Richards
Mr. S. J. Robins
Mr. P. Schmitt
Mr. H. Simmins
Mr. A. Spagnolo
Mr. H. K. Stockman
Mr. B. Taylor
Mrs. C. Thomas
Mrs. H. H. Todd and family
Mr. Albin Trojan
Mr. B. T. Walling
Mr. C. S. Weir
Mr. and Mrs. A. W. Whittom
Mr. and Mrs. Bagnall
Mr. Wild
Mrs. J. Williamson
Mr. and Mrs. J. B. Worfield
Mr. W. J. Wright
Mr. J. M. de Zuniga

TO LET.

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